

Mail & Records

BS 800.92 (Bunganc Creek Maine)

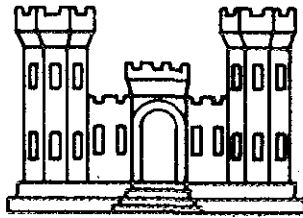
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PRELIMINARY EXAMINATION

OF

BUNGANUC CREEK

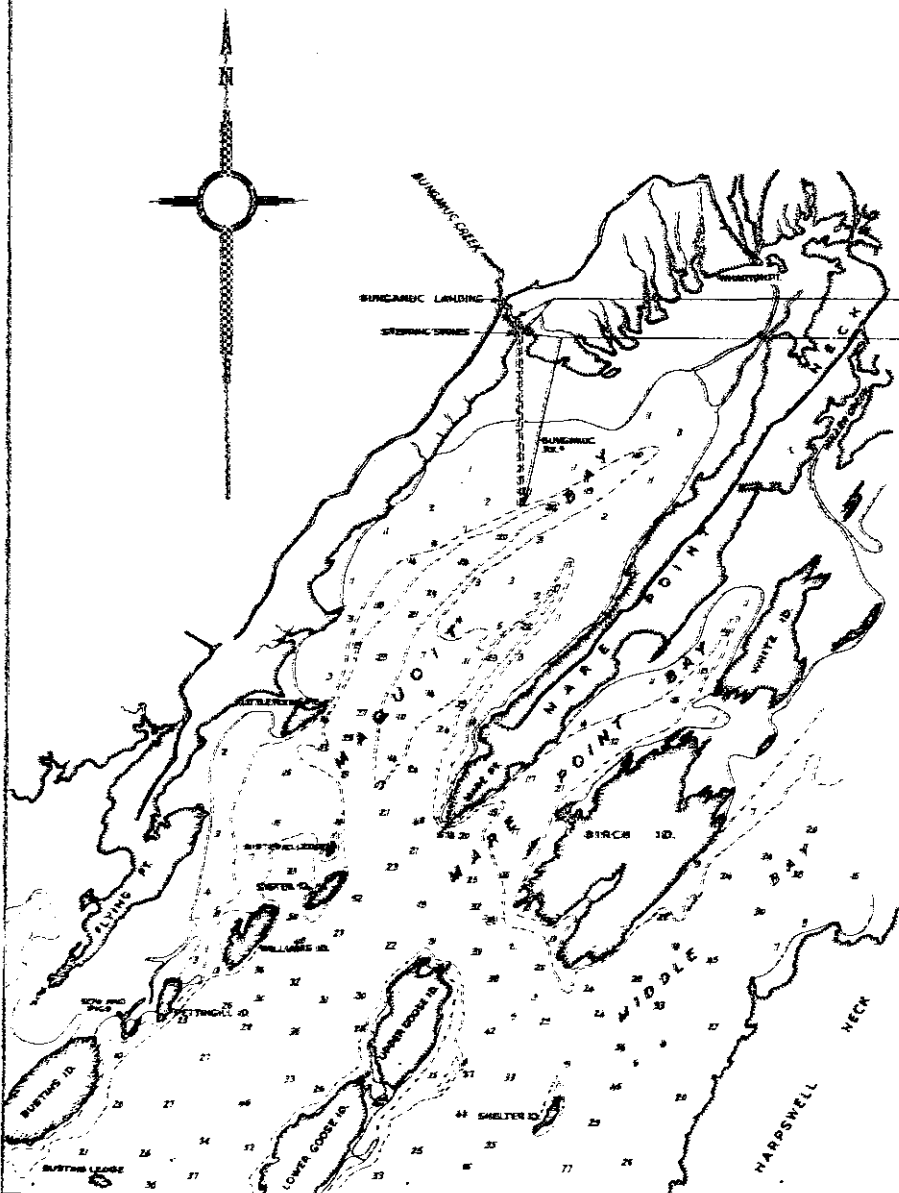
MAINE



AUTHORITY-THIS REPORT IS
SUBMITTED IN COMPLIANCE
WITH SECTION 6 OF THE RIVER
AND HARBOR ACT, APPROVED
2 MARCH, 1945.

U. S. ENGINEER OFFICE,
BOSTON, MASS.
28 DEC. 1945

COPY NO. 17



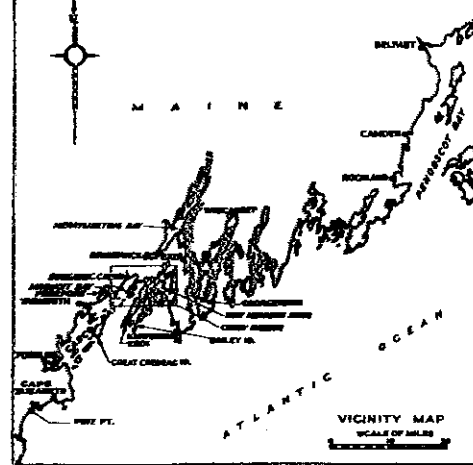
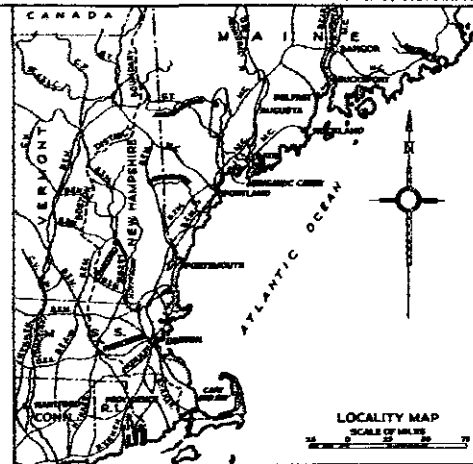
DESIRED IMPROVEMENT

CHANNEL: 30-FT WIDE, 4-FT
DEEP AT M.L.W. TURNING
BURN 60-FT BY 60-FT.
CHANNEL: 60-FT WIDE, 2-FT
DEEP AT M.L.W.

LEGEND

MEAN HIGH WATER LINE
MEAN LOW WATER LINE
6-FT CURVE OF DEPTH
10-FT CURVE OF DEPTH

NOTE: DEPTHS TAKEN FROM U.S.C.G.S. CHART NO. 315
ARE EXPRESSED IN FEET AND ARE REFERRED TO
THE PLANE OF MEAN LOW WATER.



**BUNGANUC CREEK
MAINE**

IN 1 SHEET		SCALE OF FEET
U.S. ENGINEER OFFICE, BOSTON, MASS., 27 DECEMBER 1945		
APPROVED: <i>[Signature]</i>		APPROVED: <i>[Signature]</i>
SUBMITTED: <i>[Signature]</i>		TO ACCOMPANY REPORT DATED 28 DECEMBER 1945
REVISIONS		FILE NO 1055 D-6-2

PRELIMINARY EXAMINATION OF
BUNGANUC CREEK, MAQUOIT BAY,
MAINE

Syllabus

The district engineer is of the opinion that the cost of improving the channel in Bunganuc Creek and Maquoit Bay by removing ledge rock in Bunganuc Creek and dredging the flats in Maquoit Bay, would be out of proportion to the benefits to be derived. He, therefore, recommends that no survey be made.

War Department
United States Engineer Office
Boston 16, Massachusetts
23 December 1945

Subject: Preliminary examination of Bunganuc Creek, Maquoit Bay, Maine.

To: The Chief of Engineers, U. S. Army, Washington, D. C.,
through the Division Engineer, New England Division,
Boston 10, Massachusetts.

1. Authority.-- This report is submitted in compliance with Section 6 of the River and Harbor Act approved 2 March 1945 (Public Law No. 14 - 79th Congress) which reads in part as follows:

"Sec. 6. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, Bunganuc Creek, Maquoite Bay, Maine."

2. Description.-- Bunganuc Creek is a small stream which enters the northwestern part of Maquoit Bay. It is narrow, with high, steep banks, and is not navigable at low water. The bed of the stream is on ledge rock. A short distance before the Creek enters Maquoit Bay there are a number of medium sized boulders known locally as the Stepping Stones which extend across the stream and render passage of boats difficult. Some of the boulders have been cleared away to

provide a narrow channel. Maquoit Bay is obstructed by mud flats with from 1 to 4 feet over them, through which a channel with depths of 19 to 27 feet leads for a distance of about 2 miles from its entrance. At the point where Bunganuc Creek enters the Bay, the flats extend about 1 mile to the channel's edge. The Bay is located about 21 miles by water northeast of Portland Harbor and westward of Harpswell Neck in that part of Casco Bay having numerous sounds, bays and rivers separated by islands lying in a northeasterly and southwesterly direction. It extends about 3 miles in a northeasterly direction on the westward side of Mare Point Neck, with its entrance lying north of the Goose Islands. It is usually frozen from Christmas to the middle of March, while Bunganuc Creek is frozen from Thanksgiving to the first of April.

3. There are no bridges crossing the locality under consideration, nor are questions of water power, flood control, or other special subjects involved. The locality is shown on U. S. Coast and Geodetic Survey Charts Nos. 1204 and 315, and on the map accompanying this report. The mean range of tide is 9.2 feet.

4. Tributary area.— Bunganuc Landing is in the Township of Brunswick and consists of a few houses in the vicinity of Bunganuc Creek. It is situated about 5 miles from Brunswick on a secondary road leading from Brunswick to Freeport. The locality is undeveloped commercially, and the surrounding area is sparsely settled. The nearest railroad connection is at Brunswick. The only commercial enterprise at Bunganuc Creek consists of the buying and selling of shellfish by a local resident.

5. Prior reports.— There have been no prior reports and there is no existing project at Bunganuc Creek.

6. Terminal and transfer facilities.— The only wharf at Bunganuc Creek consists of a privately owned, rock walled, solid filled structure located on the northerly side of the Creek. It is equipped with a small derrick for handling shellfish, and a small wharf shed used for storage and as office space. There is no water at this wharf during low water periods.

7. Improvement desired.— In order to ascertain the nature and extent of the desired improvement and to permit interested parties to be heard, a hearing was held at Brunswick, Maine on 10 August 1945. There were present at the hearing residents of Bunganuc Landing and vicinity, and the operator of the local shellfish business.

8. The improvement desired consists of dredging a channel 60 feet wide and 4 feet deep at mean low water, from the Maquoit Bay channel across the flats to the Stepping Stones, and a channel 40 feet wide and the same depth from that point up the stream to a turning basin 60 feet by 90 feet opposite the wharf. This improvement represents the desires of the proponents of the project.

9. It was brought out at the hearing that the local fishermen are greatly handicapped in conducting their operations because of the lack of a channel at low water stages. This condition results in local fishermen having to moor their boats at other locations and serves as a deterrent to fishermen from other areas coming in to Bunganuc Landing to discharge their catch.

10. Local interests are of the opinion that improvement of Bunganuc Creek would be advantageous to summer residents in Brunswick and vicinity, as it would enable them to have access to deep water and the ocean. At the present time, the only public landings in Brunswick are located in the shallowest waters of Casco Bay.

11. There is no possibility of a cash contribution by local interests toward the cost of the project.

12. Commerce and vessel traffic.- The only commerce at Bunganuc Creek consists of the receipt of shellfish, which amounts to from 15,000 to 30,000 bushels a season. Vessel traffic is limited to the passage of small fishing boats drawing about 3 feet.

13. Difficulties attending navigation.- The principal difficulty attending navigation is due to the lack of a channel at periods of low water. Most of the flat between the channel in Maquoit Bay and Bunganuc Creek is bare at low tide, as is the Bunganuc stream itself.

14. Discussion.- Dredging of a channel across the flats in Maquoit Bay and up Bunganuc Creek would be advantageous to both local fishermen and those from other localities, in that it would provide an anchorage for their vessels and permit access to the wharf at all times.


15. At the lower end of the desired improvement there would be required about a mile of dredging across the mud flats in Maquoit Bay, while at the upper end in Bunganuc Creek the improvement would necessitate excavation which would be almost entirely in ledge rock and which would be accomplished at relatively high cost. Maintenance of the channel across the flats would probably require fairly frequent dredging.

16. While the summer residents in the vicinity of Brunswick do not have superior facilities for mooring their pleasure craft, the desired improvement would scarcely relieve the situation as the area of Bunganuc Creek, even if entirely dredged, would be insufficient to accommodate more than a very few vessels.

17. There are only about four fishermen working out of Bunganuc Creek at present and the expectation is that subsequent to any improvement this number might be increased to about ten. The savings obtained would be those resulting from the fishermen having their vessels moored near their homes where they would be quickly accessible. No indication was given as to the increase in the shellfish business that could be foreseen. Even though it doubled or tripled at Bunganuc Creek, it would be largely at the expense of similar businesses at other locations. The benefits accruing from the desired improvement, while of considerable importance to the few people involved, would in no way approach the cost of the project.

18. Conclusion.- In view of the foregoing, the district engineer is of the opinion that the benefits to be derived from the improvement of Bunganuc Creek, Maquoit Bay, Maine, would not be commensurate with the costs involved.

19. Recommendation.- The district engineer recommends that no survey be made at Bunganuc Creek, Maquoit Bay, Maine.


C. I. HUNT,
Colonel, Corps of Engineers,
District Engineer.

Inclosure:
Map

Barstow R O.

SUBJECT: Preliminary Examination of Bungenuc Creek, Maquoit Bay, Maine

MEMORANDUM

1st Ind.

CAT/xxx

(28 Dec 45)

Division Engineer, New England Division, Boston 10, Mass., 14 January 1946

To: The Chief of Engineers, U. S. Army, Washington 25, D. C.

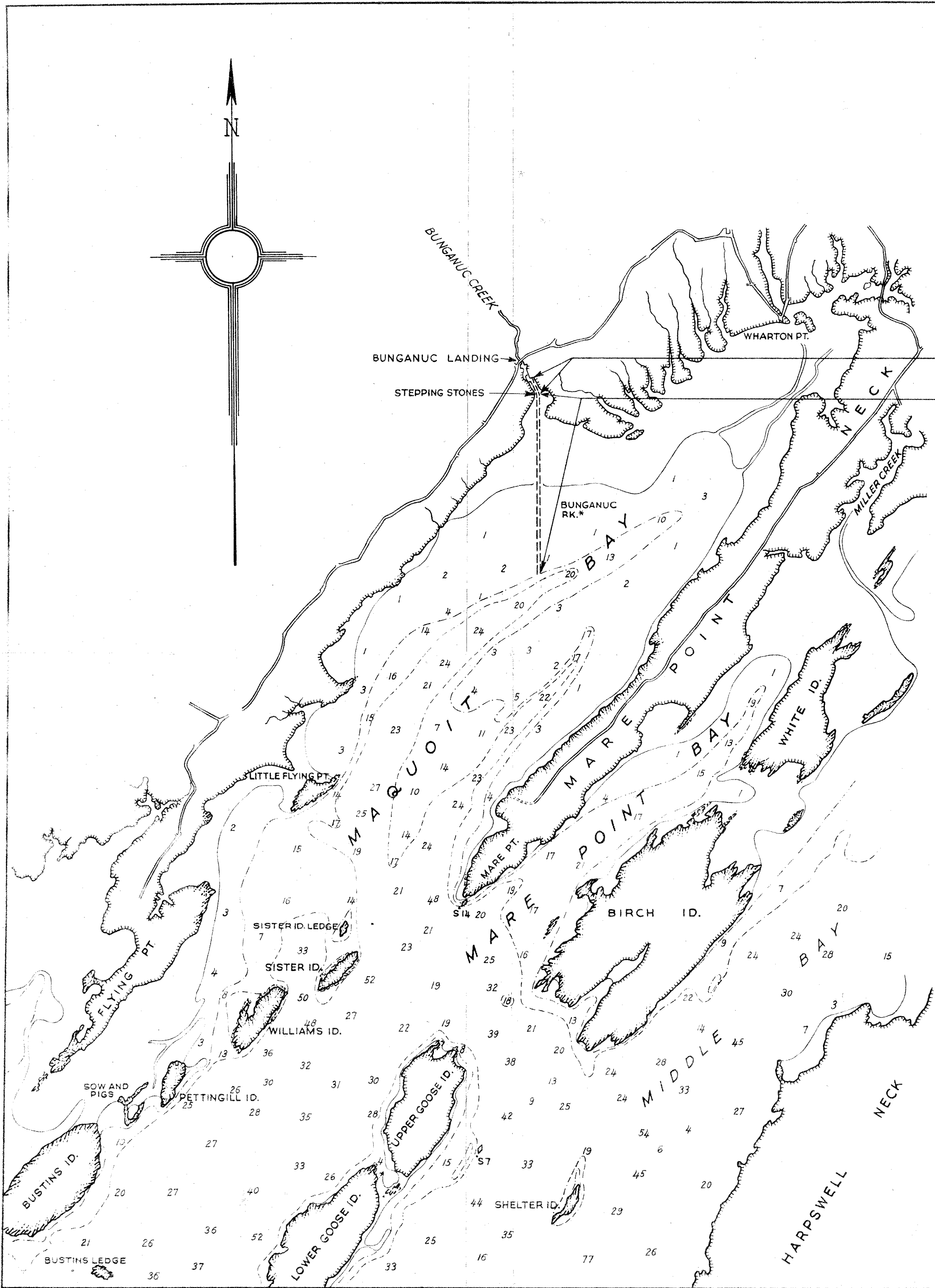
ATTENTION: ~~ENGINEER~~

I concur in the unfavorable recommendation of the District Engineer.

T. F. Kirt
T. F. KIRT
Colonel, Corps of Engineers
Acting Division Engineer

1 Incl.: a/c

100-92 (Bungenuc Creek, Maine.)

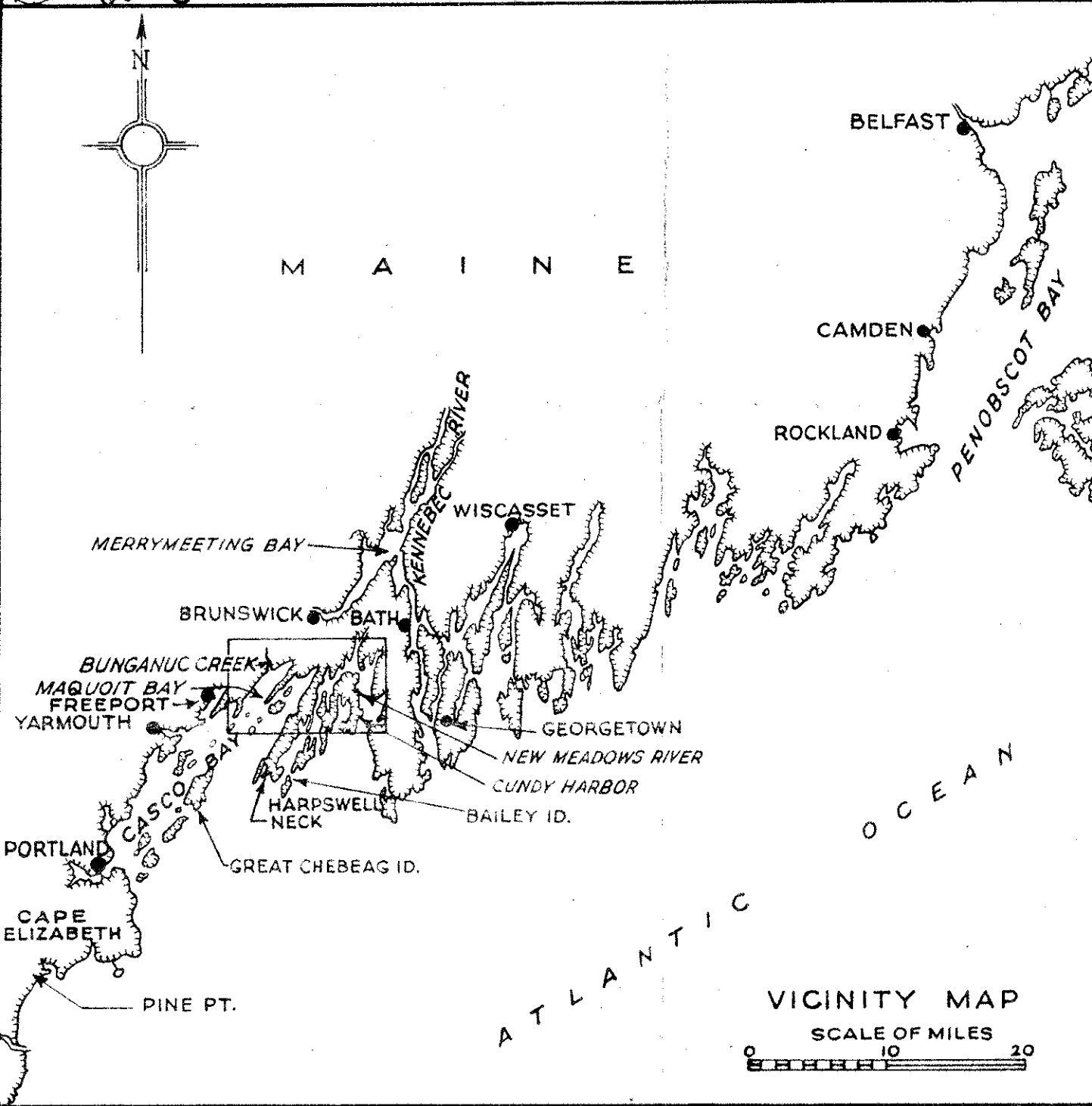
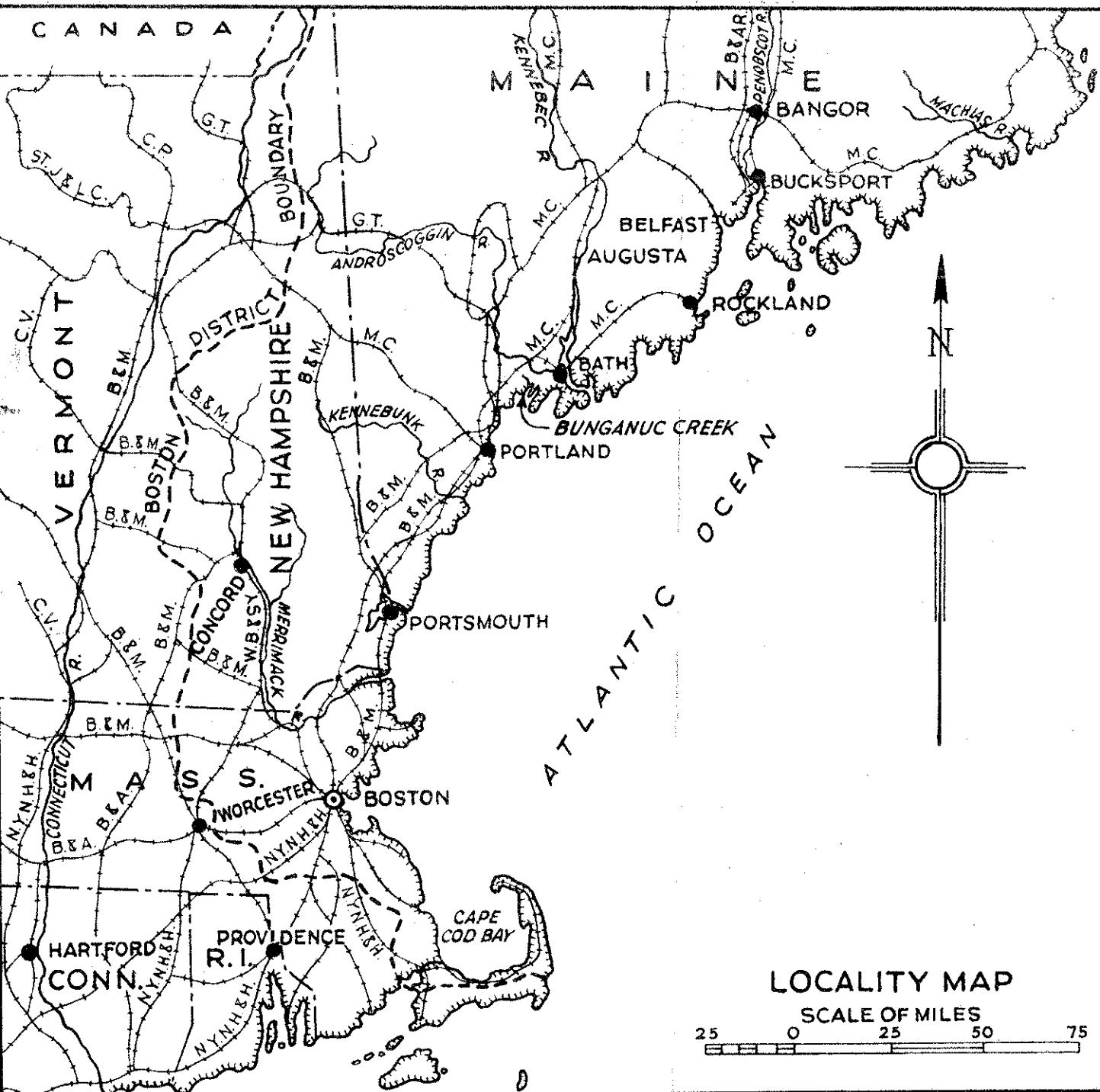


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BASIN 60-FT. BY 90-FT.
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BUNGANUC CREEK
MAINE

IN 1 SHEET SCALE OF FEET
1000 0 1000 2000 3000 4000 5000 FT.

U. S. ENGINEER OFFICE, BOSTON, MASS., 27 DECEMBER 1945

APPROVAL RECOMMENDED. APPROVED.

SUBMITTED. H. N. Griston

TO ACCOMPANY REPORT DATED 28 DECEMBER 1945

FILE NO. 1055 D-6-2